

Sp file
788.

G. R. S. IX-5]

Previous references.

Incomplete
1876
191
(L. B)

File No. 9 of 1876.

Serial Nos. 1-9

Later references.

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1-9

Under Part B for 29 March 1878

SUBJECT.

Construction of a road from
Sorah to Panavasee, via
~~Thavananthy~~ Shimoga Distt

Indra
BR

for the two roads
proposed by the
S. Com. viz

- I From Banawase to Soorab
- II Siddapur to Soorab

Station	1877
File No	9-76
From	

10 No 798
159

gl. No. 75
14

The Survey & Settlement Commissioner

Mysore.

The Secretary to the Chief Commissioner,
General Department.

Dated

Despatched

Received

24th March 18

31 84

31 84

ENCLOSURES No.

General No. 418
No.

Regarding the improve-
ment of communication
in the South Taluk
with the view of facili-
tating the grain traffic
to the North of the
Chitaldroog District
a point of the greatest
importance at the
present conjuncture

To the
Is there any provision
for the road to the District
Bazaar? by the

There is no provision
in the District Fund Budget

In the Budget of last year
provision of Rs. 3000 was
made for constructing a
road from Anawatti to
Soorab or Sural Koppa.
No estimate has been
sent as yet. In the
Budget for the current year
sent by the Comr, a provision
of Rs. 5000 is entered for
the same road. The
distance between Anawatti
and Banawase is, ac-
cording to the scale given
in the map, about 8 or 9
miles. I think the
line may be altered
by having a road from
Banawase to Soorab
instead of having one
from Anawatti to Soorab.
If Anawatti is a place of
some importance there may
be a cross road from Banawase
to Anawatti, and the latter place
I think may be referred to the Comr.
for consideration. The Comr. has
alluded to the fact that the
District is a large one and
the road is a long one and
the Comr. has to be satisfied
with the fact that the road
is a long one and the Comr.
has to be satisfied with the fact
that the road is a long one
and the Comr. has to be satisfied
with the fact that the road is
a long one.

8/4/77 H. R. (12) drafted 12/4

Govinda
17/4 BB

2 S 1/10

No. 418 of 1877

From,

Colonel W. C. ANDERSON,

Survey and Settlement Commissioner Mysore.

To,

THE SECRETARY TO, THE CHIEF COMMISSIONER,

for the Government of the Territories of His Highness

the Maharajah of Mysore.

Survey Commissioner's Office

Shorwar Districts Camp

Hombkover 24 March 1877

SIR,

*At Para 30 to 34 of my
letter No 309 of the 25th March 1877
on the subject of the revision
of assessment of the Sorub
Talooka of the Shimoga District
I brought forward the subject
of communications and prominent
by urged the construction of
a made road from Bunawasse
in North Kanara to Sorub and
from Siddapur in North Kanara
to*

to Sorub:-

Sirsee in North Canara
is a place of great trade it is
on the great line of traffic
from Hooblee, the centre of the
S. M. Country cotton trade, to
Koompta on the coast, tens
of thousands of carts pass
through Sirsee every fair season
conveying cotton to the coast
and return on the up journey
with light loads and often
so far unladen, desiring to make
the return journey quickly and
not caring to wait for loads
or to burden themselves with
heavy loads up the ghats at
Sirsi they will pick up any
light-

light load⁴ which can be⁸²
quickly obtained and carry on
to Hoobles where there is a
great and constant demand
for grain sugar and indeed
every article of produce it
therefore appeared to me that
the opening communication
between the North Western
Districts of Mysore and Sirsee
by the shortest route which
was that by Bunawasse was
of primary importance. From
Sirsee to Bunawasse there is
a good provincial road which
has been extended to the Mysore
frontier. From the frontier to
Sorub a distance of about 10 to

12 miles there is no road at all
I have taken loaded carts -
through but there were some
very bad bits requiring the
aid of men to get carts
over and it cannot be considered
a line available for ordinary
traffic. Most of the ground
passed over is hard and
sound, a total distance of
a mile or at most two is
bad ground rice fields &c
and would require a good
deal to be done to make it
fairly passable. The river Mirda
has to be passed but during
the fair season that presents
no obstacle.

From

£ 3

3 6 From Sorub to Siddapoor
was the other line of which
the construction was proposed,
there was a fairly passable
track and some trade always
existed on that line, locally
the construction of that line
found most favour as trade
existed by it with Siddapoor
and little or none existed with
Brunawassee on account of its
unaccessibility

4 When I first brought
this subject forward in 1870
the alleged want of funds
presented a difficulty but the
settlement of Sorub in 1871 provided
large resources from local funds
and

and the settlement of Shikarpoor
in the following years added to
them:—

5 I always advocated the
Sorub and Bunawassee line for
first construction as the easiest
and quickest made, but the
Sorub and Siddapoor line obtained
the preference and was directed
to be made some four or five ^{perhaps} ~~five~~ years
ago, with a continuation ^{on the} ~~in the~~
through Siralkop, 10 miles East ^{of} ~~from~~
of Sorub, the largest market
and place of trade in the
country round, to Meehkeroor
in the Dharwar Collectorate
also a large place of trade
and on the direct made road
to

to Hurhur and thence ⁸ ⁵⁴ to
Bellary

6 The present state of these
two roads is as follows:—

The Sorub and Bunawasse
portion falling in Mysore say 11
miles is totally uncommenced
it has not been even lined
out though a very few days
would do this and Mr Cunningham
the Assistant Commissioner in
charge of the Sorub Talooka has
for the last two years informed
me that he hoped to get it
done immediately. The local cess
would have provided ample
funds and nothing has ever been
spent from them in this direction
though

though the villages are populous
and contribute largely

7 The Siddapoor and Sorub
road is well made in Kanara
from Siddapoor up to the Mysore
frontier a distance of some 6
miles and is in good order,
there a break occurs in conse-
quence of the spot where the
river Murda is to be bridged
not being decided on, regarding
this I believe considerable
controversy has occurred, the
road on the West Bank leads
to a place where there is no
feasable crossing in the bed of
the river, and a detour by a
most indifferent track is made
to

\$5

to a place ¹⁰ where descent into the river is easy. I would advocate this track being made into a good road and that the banks be well sloped, bridge will be a very expensive affair and years may elapse before one is made; in the mean time a fairly sloped crossing will meet all wants in the fair season the bed being sound, with a ferry in the rains, this I think I was informed had been provided for

8 From the East bank of the river to Sorub about 8 miles the road is made and is good thence to Siralkopi, the road

road is good, from Siralkop to
the Dharwar frontier about 6
miles the road has been made
but is now in a terribly
bad state cut to pieces by
traffic with ruts a foot deep,
from the Dharwar frontier
to Herehkeroor a distance of
4 miles it was in parts
similarly cut up regarding
this I am going to address the
collector of Dharwar. About
one mile from the Dharwar
frontier, in Mysore, and about
half a mile from the village
of Sunundkop I observed a
culvert which had never been
made, there was a deep cut
across

across the road ¹² and a detour ^{\$6}
was necessary to get round it
9.

At this juncture
the good condition of this road
is of the very first importance.
It is a main line of import
of grain from the coast and
the Mulnad to Hurrihur and
the North of Chittaldroog, it is
in a way passable now but
will not be so after rain has
fallen there are large stores
of grain on the West coast
and in the Mulnad markets
which are being leisurely
imported inland, it is of the
greatest importance that this
stream of imports should continue

unimpeded by obstacles in the roads till the crops of next monsoon are seen to be safe, there are doubtless considerable stores of grain in the inland depots and in the hands of the Ryots but these will cease to come out into the market if any hindrance occurs to the influx of imports and a great and ruinous rise of prices will result about the opening of the monsoon, this I fear must occur: to some extent let all possible be done, as the rains must check the import trade but still much alleviation to the

44

87

the evil may be afforded by improvement of communications where it is possible, and here certainly there is much room for improvement.

10 No very great expence is required to do all that is necessary; a sum of Rupees two thousand five hundred (2,500) would probably suffice to put the whole road in Mysore from the Nanara to the Dharwar frontier a distance of about 24 miles into sufficient good order, as little requires to be done except at the Murda crossing, and between Siralkop and the Dharwar

frontier a distance of only about
6 miles:—

11 I would farther recommend
the immediate taking in hand
of the Sorub and Bunawassee
road, it would as Mr. Luning-
ham informed me have been
of incalculable use had it
existed in this season: as a
direct line of import from
Sirsee to Sorub, whence transit
to the Eastward is free and
open, it will always be a
line of importance as the most
direct route between the two
places, the distance being 9
miles or about one fourth
less than by Siddapoor, it is
also

J. B. B. B. B.
1871

also of importance clearly to open
more lines of import than one.
The road from Sirsee to Bunawasse
is far superior to that from
Sirsee to Siddapoor. If this line
was marked out at once the
work might be very shortly
proceeded with as parts of the
existing track are very sound
and good. I should suppose
that about two thousand
five hundred Rupees (2500) would
suffice to open the road to
cart traffic and join ^{it} on to
the already constructed part
in Banara.

12 It has always appeared
to me that the most critical

time will be about the com.

mencement of the rains when
the prospects of the coming
season are unknown and the
decrease or even cessation of
imports creating a panic among
holders of grain may send up
prices to heights hitherto
unknown, what I have above
proposed may tend to alleviate
this difficulty and I beg to
propose it to the consideration
of the Chief Commissioner.

At all events what is done
will be a useful employment
of labour on works not only
of benefit at the present
conjuncture but in the far
future

future:-

18

29

Your obedient Servant
Harrison

Survey & Settlement Commissioner
of Mysore

1877

From

The Secretary to the Chief Commissioner
of Mysore.

To

The Commissioner
Nagar Division
The Chief Engineer
of Mysore

Dated 13th

Despatched

Received

ENCLOSURES-NO.

General No. 111

~~74~~ No. 144

Communicating Survey
and Settlement Commis:
= sioner's No 418 dated
24th March 1877 and
requesting the Commis:
= sioner to explain the
grounds on which the
Annawath Seralkoppa
line has been preferred
to that connecting line
with Bonnavais ~~and~~
Sorah ~~Ypa~~.

Recd. 17-4-77

2 Pages. *[Signature]*
19

\$ 10

W

ie. mine
18/4

To be printed
in the same

Letter No 418 dated 24th
March 77 from the Survey
and Settlement Commission
of Mysore.

Section	LB
File No	9-7/10
Serial No	2

Ordered that the
foregoing letter be communi-
cated to the Commissioner
of the St. Afar Division, and
the Chief Engineer and
~~Secretary~~ D. P. Br.

Peru

2. The Commissioner is
requested to explain the
grounds on which the Anna-
watti Siralkoppa line
has been preferred to that
connecting Sirsee with
Bannawasi and Sorab,
and to report what measure
he would propose for expediting
the connection of Siddapur
with Sorab, Siralkoppa
and Berikeroor in the
Dharwar Collectorate.

13/4

Off. Secretary

To The Commissioner
St. Afar Division.
" " Chief Engineer of Mysore.

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Proceedings of the Chief Commissioner of Mysore, General Department
15th April 1877.

From the Survey and Settlement Commissioner of Mysore, To the Offg. Secretary to the Chief Commissioner of Mysore, No. 418, dated Dharwar Districts, Camp Housbhavi. 24th March 1877.

At paras 30 to 34 of my letter No. 309 of the 25th March 1871, on the subject of the revision of assessment of the Sorab Taluk of the Shimoga District, I brought forward the subject of communications and prominently urged the construction of a made-road from Banavasi in North Canara to Sorab and from Siddapur in North Canara to Sorab.

2. Sirsi in North Canara is a place of great trade; it is on the great line of traffic from Hooblee, the centre of the S. M. country cotton trade, to Kumpta on the coast; tens of thousands of carts pass through Sirsi every fair season conveying cotton to the coast and return on the up journey with light loads and often so far unladen, desiring to make the return journey quickly and not caring to wait for loads or to burden themselves with heavy loads up the ghats; at Sirsi they will pick up any light load which can be quickly obtained and carry on to Hooblee where there is a great and constant demand for grain, sugar and indeed every article of produce; it therefore appeared to me that the opening communication between the north-western districts of Mysore and Sirsi by the shortest route, which was that by Banavasi, was of primary importance. From Sirsi to Banavasi there is a good "Provincial" road which has been extended to the Mysore frontier. From the frontier to Sorab, a distance of about 10 to 12 miles, there is no road at all; I have taken loaded carts through, but there were some very bad bits requiring the aid of men to get carts over, and it cannot be considered a line available for ordinary traffic. Most of the ground passed over is hard and sound, a total distance of a mile or at most two is bad ground, rice fields, &c. and would require a good deal to be done to make it fairly passable. The river Varda has to be passed, but during the fair season that presents no obstacle.

3. From Sorab to Siddapur was the other line of which the construction was proposed; there was a fairly passable track and some trade always existed on that line; locally the construction of that line found most favor as trade existed by it with Siddapur and little or none existed with Banavasi on account of its inaccessibility.

4. When I first brought this subject forward in 1870, the alleged want of funds presented a difficulty, but the settlement of Sorab in 1871 provided large resources from local funds, and the settlement of Shikarpur in the following years added to them:

5. I always advocated the Sorab and Banavasi line for first construction as the easiest and quickest made; but the Sorab and Siddapur line obtained the preference and was directed to be made some four or five years ago, with a continuation through Siralkoppa, 10 miles east of Sorab, the largest market and place of trade in the country round, to Herekerur in the Dharwar Collectorate, also a large place of trade and on the direct made-road to Harihar and thence to Bellary.

6. The present state of these two roads is as follows:—

The Sorab and Banavasi portion falling in Mysore (say 11 miles) is totally uncommenced; it has not been even lined out, though a very few days would do this, and Mr. Cunningham, the Assistant Commissioner in charge of the Sorab Taluk, has for the last two years informed me that he hoped to get it done immediately. The local cess would have provided ample funds and nothing has ever been spent from them in this direction though the villages are populous and contribute largely.

7. The Siddapur and Sorab road is well made in Canara from Siddapur up to the Mysore frontier, a distance of some 6 miles, and is in good order; there a break occurs in consequence of the spot where the river Varda is to be bridged not being decided on; regarding this I believe considerable controversy has occurred, the road on the west bank leads to a place where there is no feasible crossing in the bed of the river, and a detour by a most indifferent track is made to a place where descent into the river is easy. I would advocate this track being made into a good road and that the banks be well sloped, a bridge will be a very expensive affair and years may elapse before one is made; in the meantime a fairly sloped crossing will meet all wants in the fair season, the bed being sound, with a ferry in the rains. This I think I was informed had been provided for.

8. From the east bank of the river to Sorab, about 8 miles, the road is made and is good; thence to Siralkoppa the road is good; from Siralkoppa to the Dharwar frontier about 6 miles the road has been made, but is now in a terribly bad state cut to pieces by traffic with ruts a foot deep; from the Dharwar frontier to Herekerur a distance of 4 miles it was in parts similarly cut up, regarding this I am going to address the Collector of Dharwar. About one mile from the Dharwar frontier, in Mysore, and about half a mile from the village of Sunnadkoppa I observed a culvert which had never been made; there was a deep cut across the road and a detour was necessary to get round it.

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*Proceedings of the Chief Commissioner of Mysore, General Department,
13th April 1877.*

9. At this conjuncture the good condition of this road is of the very first importance. It is a main line of import of grain from the coast and the malnad to Harihar and the north of Chitaldroog; it is in a way passable now, but will not be so after rain has fallen; there are large stores of grain on the west coast and in the malnad markets which are being leisurely imported inland; it is of the greatest importance that this stream of imports should continue unimpeded by obstacles in the roads till the crops of next monsoon are seen to be safe; there are doubtless considerable stores of grain in the inland depôts and in the hands of the ryots, but these will cease to come out into the market if any hindrance occurs to the influx of imports and a great and ruinous rise of prices will result about the opening of the monsoon, this I fear must occur to some extent; let all possible be done, as the rains must check the import trade; but still much alleviation to the evil may be afforded by improvement of communications where it is possible, and here certainly there is much room for improvement.

10. No very great expence is required to do all that is necessary; a sum of Rs. 2,500 would probably suffice to put the whole road in Mysore from the Canara to the Dharwar frontier, a distance of about 24 miles; into sufficiently good order, as little requires to be done except at the Varda crossing and between Siralkoppa and the Dharwar frontier, a distance of only about 6 miles.

11. I would farther recommend the immediate taking in hand of the Sorab and Banavasi road; it would, as Mr. Cuninghame informed me, have been of incalculable use, had it existed in this season; as a direct line of import from Sirsi to Sorab, whence transit to the eastward is free and open, it will always be a line of importance as the most direct route between the two places, the distance being 9 miles or about one fourth less than by Siddapur; it is also of importance clearly to open more lines of import than one. The road from Sirsi to Banavasi is far superior to that from Sirsi to Siddapur. If this line was marked out at once the work might be very shortly proceeded with, as parts of the existing track are very sound and good. I should suppose that about Rs. 2,500 would suffice to open the road to cart traffic and join it on to the already constructed part in Canara.

12. It has always appeared to me that the most critical time will be about the commencement of the rains, when the prospects of the coming season are unknown, and the decrease or even cessation of imports creating a panic among holders of grain may send up prices to heights hitherto unknown. What I have above proposed may tend to alleviate this difficulty, and I beg to propose it to the consideration of the Chief Commissioner. At all events what is done will be a useful employment of labor on works not only of benefit at the present conjuncture but in the far future.

No. 111—GENL. 14, DATED BANGALORE, 13TH APRIL 1877.

ORDERED, that the foregoing letter be communicated to the Commissioner of the Nagar Division, and the Chief Engineer, Department Public Works.

2. The Commissioner is requested to explain the grounds on which the Anavatti-Siralkoppa line has been preferred to that connecting Sirsi with Banavasi and Sorab, and to report what measures he would propose for expediting the connection of Siddapur with Sorab, Siralkoppa and Hirekerur in the Dharwar Collectorate.

T. CLARKE,
Offg. Secretary.

To—The Commissioner, Nagar Division.
„ Chief Engineer of Mysore.

by the Local Fund by, provide
 for opening out a cart track
 already in existence, & the
 Engineer reports that to have
 follow the line indicated by
 the Chief by the survey.

The Estimate Budget 2 & other
 sanctioned therefore, and
 appropriation made from
 the Budget.

I see no use in deferring
 the building of the bridge on
 the Wardak, as it is a simple
 purpose. The benefit of
 the line cannot be fully
 availed of until the bridge
 is built, and time will then
 be lost. The proposed of the
 Collection of the line cannot be
 kept. But we can keep the
 cost kept & account to
 suggest & approve of this
 estimate which the Commr.
 may ask for.

The Engineer's estimate in para
 2 of the Commr. letter may
 be communicated by

2/6
 Approved

4.6.77
 ref May (4)

Rs 20 9 50

27/12 1877.

0100
 62

From

The Commissioner
 Nagar Division

To

Secretary to Chief Commissioner,

General Department

Section

File No.

9-76

Dated 2

Despatched

Serial No.

May 3

Received

Regd

ENCLOSURES NO 2.

General No.

460

of No.

72

1877-78

with reference to Proceeds
 of April reports on
 the road in the line of

Road

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18/12/77 (30)

with refer to the
 remarks in para 2
 of this letter he may
 be referred to them
 the Budget of last
 year in which a
 provision of Rs 3000 was
 made for the road from
 Anawatta to Sonabir
 and Koppa. The estimate
 now recd may be
 referred to Chief Eng. for
 check, with refer to this
 of 13 April last
 The estimate which has been

Genl. No. 160
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U

Nagar Division Commr's office
Camp Fort St. George 21st May 1877

Sr

The Secretary to the Chief Commissioner
of Mysore General Department

Sr

I have the honor to acknowledge the receipt
of the Chief Commissioner's Proceedings No. $\frac{111}{14}$
dated 13th April 1877

2. I cannot find from the correspondence
which has passed on the subject any grounds
for supposing that the Anavatti. Suralope
line was preferred to the Sorah Banavassi
line, and Colonel Anderson in para 5 of
his letter states that the Sorah and Sidda-
pur line obtained the preference.

3. The fact however remains that while
others of the projected lines in the Sorah
Taluk have been more or less opened out
to traffic, the Sorah Banavassi track
has remained untouched.

4. On referring to the records I find
that in your letter No. $\frac{2633}{42}$ dated 8th July
1874, the Chief Commissioner, quoting
Colonel Anderson's opinion, desired that
the Sorah Banavassi line should be
taken in hand and pushed on. This led
to the correspondence with the Chief Engineer
noted in the margin a copy of which

1742 dated 14th August 1874 from Secy. D.M.W.
No 238 dated 26th August 1874 from S. Offg. Commr
Nagar Division.

is appended.
No answer
was

was received to Mr. Purbitt's letter and the subject appears to have been lost sight of till the receipt of a letter no 73 dated 27 April 1876 from the Collector of Chattri Canana, a copy of which and of my reply no 125 dated 14 June 1876 I enclose for Mr. Samuders' information.

5. + I now beg to submit for sanction an estimate (Rs 3000) for opening out a cart track on the line in question, the cost of which may be met from "Reserves" in the Local Fund Budget for the current year.

6. A report upon the improvement of the existing communication between Siddapur coach, Sivacolhe and Here. This will be submitted after I have received further information on the subject from the Deputy Commissioner.

I have the honor to be,
Sir

Your most obedt. servant.

Yours faithfully

Commissioner
Nagar Division

S.P.

no 1742

W

Mysore Chief Commis's Office
Public Works Department

G.

The Commissioner of
Nagar Division.

Sir

In reference to your office, docket no 169 of the 21st ultimus requesting the Executive Engineer to take up the line from S... to Kannanur as early as possible after the rains. I have the honor to... inform you that it appears improbable that the Executive or Assistant Engineer will be enabled to give the requisite attention to this matter owing to other more pressing duties.

2. I have no doubt that Mr. Stoddard will be quite prepared to render you all the assistance in his power; but in reference to demands of this nature, perhaps it would be more convenient in future if the Executive Officer were personally consulted prior to making requests which it may be out of his power to comply with.

3. The correct course no doubt would be that laid down in Code Chapter III 11. 6 by which instructions to prepare projects would proceed from this office, but to save loss of time in references in ordinary cases I have no objection to that above indicated being followed.

I have the honor &c

Hof R. H. Lankey, Esq. C.E.
Secy. to the Chief Commis's
of Mysore. P. W. Department
no

Bangalore
14th August 1874

Nagar Division Commr's Office
Banar 25 August. 0-

The Secretary to the Chief Commr
of the Province B. N. S.

Sir

With reference to letter No 1742 dated 14th Instant, I have the honor to state that the Executive Engineer was addressed on the subject of the proposed road from Sonah to Bannavari to save time as it was presumed he would lay the subject before you in view to the wishes of the Chief Commissioner being carried out at an early date as desired by the Secretary to the Chief Commr General Department, a copy of whose letter was forwarded to Mr Stoddland for information.

2. I beg to enquire, at the same time, when it will likely be possible, if at all, to take up the project, which in my opinion requires professional attention and the Chief Commissioner is desirous of seeing the work taken in hand early and pushed on.

I have the honor to

L. Puckett

Offg: Commissioner
Nagar Division

JS

"True copies"

Receipt

Commissioner
Nagar Div

2073 of 1876-77

30 North Canara Collectors office
Camp Coompta. 27 April 1876
OFFICE OF THE COLLECTOR

S,

The Commissioner of the
Nagar Division Mysore.

Sir,

I have the honor to suggest that a road should be opened from the North Canara and Mysore Frontier to Sorah. From the point where the present road from Sirsi via Baṇṇavassī terminates on the frontier, about 4 miles to the South of Baṇṇavassī. By this route the distance from Sorah to Sirsi would be less than 30 miles.

2. At present there is communication via Sidapur, but the distance from Sidapur to Sirsi is about 24 miles, and the road is a local one, very narrow in places, and only partly bridged. The line from Sirsi to Baṇṇavassī is a Government one, and the local line to the frontier would be improved if there was any road beyond it. The Gundlur river must be bridged near Baṇṇavassī, but this I believe, would be the only difficult work.

3. The road to Sidapur opens communication with the sea coast the line to Sirsi would bring the northern part of Mysore into communication with the metalled road between Coompta on the coast, and the cotton districts of Dharmar along which in the fair season there is a constant stream of traffic.

4. My proposition is that on our side we improve the road up to the frontier, and that on your side a road should be opened up to Sorah.

I think that the Mundla bridge will be undertaken by our Government if half the funds were given by Mysore.

5. I would feel obliged by your opinion - whether this road will be undertaken, I would suggest that at first a small expenditure say Rs 300 per mile, might be incurred, if the results are good the line could be improved.

I have the honor to
Yr. A. B. Macdonald
Collector of Kanara

276

From The Commissioner, Nagar Division

&
The Collector of North Kanara

Dated 14th June 1875

No. 254/1.

Sir,

In continuation of my despatch No. 58 dated 6th March, on the subject of the Sorab-Bannarasi Road, I have the honor to forward copies of the Shimoga Deputy Commr's letter No. 251 dated 27th March, and to state that the project will be pressed on the attention of the Local Fund Committee. I think therefore that the improvement of the local line to the frontier within your District might be carried out in the confidence that there will be a continuation towards Sorab.

2. The question of funds for the bridge over
the

the Varola River must. I imagine he left in
abeyance till it is seen that the improved
communication on both sides of the frontier
is likely to attract increasing traffic.

I have the honour to
Bel J A Campbell
Commiss Nagara

No. 260 Shimoga Distt Dy Commissioner's office
Dated 29 May 1876.

The Commissioner
Nagara Division
Sir

In reply to your letter No. 121 dated 6th
I enclose with an enclosure regarding the
construction of a road from the North
Canara and Mysore Districts to Surab, I have
the honor to state that the line from Surab
to Sambar is a useful project as giving
a northern outlet for the increasing pro-
duction of jaggy in the Surab Taluk.

As far as the line of country is concerned,
I understand the road will be an easy
one but I have not been over it. Cattle
can get along now. The road has long been
talked of and in Memo No. 263 dated 8th July
1874 the Chief Commissioner instructed Mr
Stoddard to trace it but this has not
been done.

This year we propose making a line
from Anawthy to Surab. The advisability
of

of the Rammavasi Road will be urged on
the Committee at the next meeting.

I have the honour

Yr C. Servt From
For offg. Deputy Commr
Shrinaga District

"True copies"

Yr affl. Servt
Commissioner
Nagar District

24
May be printed with the
correspondence between
the Commissioner &
Collector of North Canara

suppld Rs 680 of Rs 1000 June 1877
D: H. 334

Section	24
File No	976
Serial No	4

Letter No $\frac{160}{72}$ dated 21st May
1877, from the Commissioner
Nagar Museum

Order thereon

The Estimate now
submitted which has
been prepared by the
Local Fund Engineer,
provides for opening out
a cart road from Inab
to the Bombay ^{proposed} boundary
at Tampusode ^{to the direction of} towards
Bannawasse in North
Canara & Mr Sumar
reports ^{that} the trace follows
the line indicated by
the Chief Engineer Colonel
Parker. The Estimate
is, ^{returned duly} therefore sanctioned
full appropriation of
Rs 3000 ^{having been} made from the
Reserve grant of the
Shanoga District
Fund Budget of the
current year.

~~2. The Chief Commis-~~
~~sioner has no objection~~

in the Oct 7. 1876. 77 ~~there~~ ⁴⁰
 provides a sum of 3000 Rs
 for the Anvatti & Sorab or
 Sivalkoppe line. The
 prosecution of this work is now
 under way, it is observed
 the Captain will await the
 result of his inquiries which
 the Union is making as to
 the relative importance of the
 road project in the Sorab &

By

of 1876-77 (Item No 57) for
 the road from Anvatti
 to Sorab or Sivalkoppe

21/4/76

Asst Secretary

To the Commissioner
 Nagar. Daman
 returning the ~~plan & the~~
~~Chief Engineer's report~~
 Examiner P. Dr. a
 with copy of sanctioned
 abstract & etc

~~Survey & settlement~~
~~Commit with reference~~
~~to his letter No 4184~~
~~24 March 1877~~

Abstract from
1877

To

The Commr?
Nagar Dⁿ
Examiner P.W.A.

dated 8th June 1877
Serial 2 = 1st Exam
Serial 2 = 1st Nagar Commr
Serial 2 = 1st Nagar Commr
Serial 2 = 1st Nagar Commr

Sanctioning the estimate
for Rs 3000 for opening out
a cart road from Sorab
the Bombay frontier at
Sampegoke in the direction
of Bannawassi North
Lanasa with certain
observations

No 3758 d/1st March 1878
D. 7. 1742

Referred to the Chief Engineer
and Secretary, D.O.W. for
check and opinion and obli-
gously early return.

28

L.C. No 5791.
1878. D. 7. 422
Reg. No 545.
2-3-78
From The Commissioner
Nagar Division
To

The Secretary to the Chief Commissioner
Ludlow Department.

[Signature]

6/2/78 Offg Secretary
L.C.

Section	9-76
File No	15
Serial No	15

Dated 16 } February 1878
Despatched 20
Received 23/2
Enclosures No. 4
General No. 1205
D.O.W. No. 242
1 Plan } In a separate packet
1 Estimate }
1 Local 4. byrrolle
1 Envelope

4-3-78
12-18-78
Repd No 1118.
No 629
12-3-78

L. Superintending Engineer
Roads & Buildings
for any remarks he
may desire to offer
[Signature]
for Offg Chief Engr
12.3.78

With reference to his No 680
334
of the 8. - from last sanction
up a mileage estimate
for a cart track from
Local towards Baurasi
has the honor to submit
for sanction, and inser-
tion in the next year's Bud-
get a complete estimate
with survey plan for con-
structing the said Road
for Rs 984 & with Shumoga
District Local Fund Rs =
Sent out Enclosures letter
No 140 of the 24th Oct 1878,
and enclosure -

The project has been very nicely
set up - the design might perhaps
have a somewhat larger section. There
is no specification - the rates are
very reasonable.

H.R.
(26) 2/3.
Approved
24. 13-3-78
[Signature]

[Signature]
Camp
Ludlow
Offg Engr
Nagar Division

No 140

39

Shimoga District
Local Fund Eng^g Office
Dated 24th January 1878
Camp Sherattully
Despatched 25th Jan 78

To

The Deputy Commissioner.
Shimoga District.

Sir,

In continuation of this office No. 24(a) of the 27th April 1877 submitting a bridge Estimate amounting to Rs 3000/- for opening up a Cart Road from Sorub to the Bombay boundary at Lumpigode, in the report accompanying which project it was stated that a ~~Complete~~ Estimate giving all items in detail would be submitted in due course. I have the honor to submit herewith an Estimate with Survey plan &c for the entire work, amounting to Rs 9848/- and the wide difference between the bridge Estimate and the Estimate now submitted, is to be accounted for chiefly because graveling which was not entered in the original Estimate is now provided.

On receipt of sanction to the bridge Estimate, the work was put in hand the jungle clearing &c throughout, has been completed, and 9 miles of forming done and the greater portion of the line is already used by traffic. The Embankments and long

Tunnels

Tunnels are in hand under the immediate supervision
of the Amuldar of Lorab and satisfactory progress is being
made generally.

A copy of the sanctioned bridge Estimate
is attached for reference.

I have the honor to be —

^{sir,}
Yours most obed^t serv^t

(Signed) Thomas Luman

Local Land Engineer
Shimoga District.

"True copy"

W. H. M. D. S.
W. H. M. D. S.
For offg. Engr. Shimoga District.

41 Shimoga Local Funds

Estimate of the probable expense to be incurred in opening up a cart road 4 yards wide from Sorale to the Bombay boundaries at Sampigode towards Banawase in North Canara.

- References Secy. sub: 8th Assistant Commissioner's Despatch - official letter March 1877.
• Chief Engineer's Memo. 26th Jan'y: 1878.

Report - The object of this Estimate is to open out a cart track from Sorale to the Bombay and Mysore boundary at Sampigode from which place to Banawase in North Canara a road has been formed by the Bombay Authorities. The length of the proposed road approximately is 10 miles. The whole Estimate is calculated at a mileage rate which will include all embankments, Jungle clearing, the usual labour & materials there required and everything necessary for the formation of a good sound cart-track as per following specification. An elaborate estimate with surveys and plans giving all items in detail will be prepared as soon as possible but to save

time. This Estimate is now submitted.

The trace has been laid out generally in accordance with the suggestion given in Colonel Sankey's Memo above referred to and a good level line has been secured passing for the most part over good firm soil with excellent gravel close at hand.

In point of traffic, the road is no doubt a highly important one. It places Swiss in direct communication with Sorak and consequently the rest of the Division. The traffic along the existing heavy track is even now very large.

Specification

The road shall be formed up to 4 yards wide on level ground and also 4 yards wide on hill side cuttings of which at least 6 feet shall be cut out of the solid.

Over embankments to the top width shall be 5 yards and the side slopes $1\frac{1}{2}$ to 1. All work before being commenced shall be neatly marked out with pegs at short intervals.

The usual temporary log bridge will be put up to span the fody channels and small streams none of which will exceed 12 feet in width. The road will be formed along the trace recently set out.

Proposed

3

4

Estimate

Items

Rate

Per

Quantity

Wd

Opening out a 4 yards wide
ert track from sorab & Bombay
boundaries at Samprade -
towards Banerasi -

300

mile

10

3000

Total Estimated Rupees - 3000

Dated sorab, the 27th April 1877

Signed Thomas Inman

L. E. Engr.
Shimoga Dist.

Inu copy

Thomas Inman

Local Land Engineer
Shimoga District

W3

Gt No 5871
D# 425

1878.

Under the
circumstances up
the road may I think
be ordered to proceed
as there is no objection
on the part —

Submitted with
Draft for approval
AM

4/3/78.
was it at the road
that he had some complaints
late in the afternoon he
advised that the road should be
re-opened.

4/3
1502
Yes. this is the
road please see
this file No 680
4/3 of 8 June 1878
put up in a
separate file below —
AM

7/3/78.
The completion of the South
Banarwan road has been
frequently urged by the
authorities, and it would be
regrettable circumstances
to stop it at this advanced
stage of progress. Draft
has been submitted for
approval.

6/15
Draft initiated
& approved
6.3.78

From the Commissioner
To
Nagar Division

The Secretary to the Chief Commissioner

Department.
Section 15
Dated 23 File No. 9-76
Despatched 2 Serial No. Library
Received 15
Enclosures no. 1

General No. 1220
P.W. No. 746

With reference to his
3333 of the 15th ultimo
7615
was the honor to forward
copy of the report Deputy
Commissioner's letter
No. 1150 of the 6th instant,
and requests that as
under the circumstances
represented by Mr
Municham the stop-
page of the South-
Banarwan Road
will be detrimental
to the interests of
Government the
work

work may be exchanged from the list
referred to the proceedings under reply,
and the Chief Commissioner's permission
obtained for its completion.

Frank H. Talbot

Wm. H. Talbot -
Chief Commissioner
C. H. Talbot.

W. H. Talbot

No 1150

W) Shingor District
Deputy Commissioner's Office
Dated Dwarahally
6th February 1878.
Despatched 9-2 78.

To the Commissioner
Tager Civilian

Sir, I have the honor to acknowledge receipt of your under docket No 946 dated 30th January 1878, enclosing a list of works to be continued and works to be stopped under Chief Commissioners orders No ~~3233~~₁₈₁₅ dated 15th January 1878.

2 In the list of works not to be completed is included "opening a Cart track from Sorab to Banawosi and I notice that Colonel Mottet remarked opposite this work that it can be stopped.

3 With reference to this I have the honor to state for the information of the Chief Commissioner that
up

up to the end of January 1878. Rs
Rupees 1573-9-4 out of a total esti-
mated cost of 3000. have been expended.
To stop the work now would inevitably
waste all that had been spent. —
Further, this is a line along which
grain from the Port of Coompta
found its way last year, even though
the road was but a jungle track.
If prices rise this hot weather and
importation by the West Coast re-
-commences, this road will be of
considerable value.

4- I request permission therefore
to complete this work this year, pro-
-vision has been made in full for it.

I have &c - &c

Yours faithfully
W. H. Cunningham
For Offg Deputy Commissioner
Shimoga

True Copy

J. M. L.
Offg Commissioner
Mysore Division.

W9

District Funds.
1877/78.

From

To The Commr. & Officer Secy.
Examiner P. W. A.

Serial No.	9-76
Dated	7
Despatched	
Received	

Dated

Despatched

Received

31 March/78.

Enclosures No.

General No. 3868

87 No. 1759

Sanctioning the pro-
- cution of the Locab. Bana
- wasi road in the Pheros
District -

I think the *S*
Estimate may be
returned sanctioned
and the necessary
provision made
in the next year
under

Yes with
copy of Govt
Circulars &
Circulars
for reference
26/3

* For a cart-road track 4
yards wide from Sorab
towards Banerass. —

- 1 Plan
- 1 Estimate
- 1 Letter No. 140 of 24-1-78
- 1 Notice No. 1205 of 16-2-78
242

1877/78. — Dec 202

Mysore Public Works Department
No 406
765
From

The Secretary to the Chief
Commissioner of Mysore

To The Secretary to the
Chief Commissioner of Mysore.
Public Works Department.

Dated 25th March 1878. —
Despatched

Received 25/3

Section 1-3 Enclosures No

File No 9 Subject H-1

Serial N

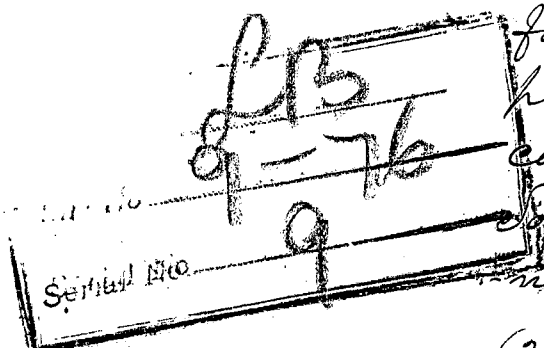
In returning the margin-
ally noted Estimate refer-
red to this Office for check
and opinion, has the honor
to inform the Secretary that
the undersigned approves of
the Estimate &c and
considers that the way
the project has been got
up is very creditable to
the Local Road Assistant
Engineer

53

District Funds

Read -

Docket No. ²⁴² 1205 of the 16th Feb from the Commissioner of the Kafar Division, submitting for sanction, an estimate (w plan) for Rupees 9,848 for constructing a road from Sirub to Bandawase via Thar mandy.



(2) D. P. W Secretary's No. ⁷⁶⁵ 406 of the 25th Instant, returning the estimate & Plan duly appor.

Order thereon.

The estimate is returned duly sanctioned

2. The necessary provide for the work will be made in the ensuing year's District and Budgets of the Shemola District

3. Copy of the D. P. W. Secretary's docket above recorded is forwarded to the Commissioner Kafar for communication to the Local Fund Aftt Engineer

Commr's Dolar, Dⁿ with Sanctioned & Estimate, plan

L. D. P. W. Secy's No. ⁷⁶⁵ 406 of the 25th Instant

Examiner P. W. A with copy of abstract estimate

25/3
Aftt Secy

District Court
1877-78

To The Commissioner
Public Works
at the Engineer's Office.

Dated } 27th March
Despatched }

Encls. No. 3 & 1.

Supplement No 4101
of 1856

Sanctioning an estimate
for Rs 9848 for construction
of a road from Corab to
Bauawasi via Thava
in the Chenuola St., but
certain observations -